City of Lafayette Staff Report

For:	City Council and Circulation Commission
By:	Leah C. Greenblat, Transportation Planner
Date Written:	April 9, 2008
Meeting Date:	April 14, 2008
Subject:	Review of Circulation Draft of the Lamorinda Action Plan

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Introduction / Discussion

In conjunction with the Contra Costa Transportation Authority (CCTA), the Southwest Area Transportation Committee (SWAT) and the Lamorinda Program Management Committee (LPMC) have been working on developing an update to the Lamorinda Action Plan. The plan is intended to address transportation issues on the CCTA's Routes of Regional Significance. In Lamorinda, three routes have this designation: State Route 24, Pleasant Hill Road and Camino Pablo/San Pablo in Orinda. SWAT recently approved for distribution a Circulation Draft of the Lamorinda Action Plan Update, attached.

Bill Loudon of DKS Associates and Martin Engelmann of the CCTA have both been actively involved in managing the development of the draft plan. Councilmember Tatzin, as Lafayette's representative to SWAT and LPMC has been involved in the update process as various portions of the draft plan were discussed at meetings of those bodies. Both Lafayette Planning and Engineering staff have also served as resources for the CCTA in the development of the draft plan.

At your meeting, Mr. Engelmann and Mr. Loudon will provide you with a presentation about the plan and be available to answer questions. Staff reviewed the Circulation Draft and prepared a list of comments, attached, for your consideration. Comments on the draft are due May 6, 2008.

Fiscal Impact

None.

Recommendation

1. Receive presentation and forward comments on the Circulation Draft of the Lamorinda Action Plan Update.

Attachments

1. April 2008 Circulation Draft of the Lamorinda Action Plan Update
2. Staff comments on the draft plan

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7C

Lamorinda Program
Management Committee

MEMORANDUM

TO: LPMC BOARD MEMBERS
LPMC TECHNICAL ADVISORY COMMITTEE (TAC)
LAMORINDA JURISDICTIONS
REGIONAL TRANSPORTATION PLANNING COMMITTEES (RTPC)
INTERESTED PARTIES

FROM: MIKE METCALF, LPMC CHAIR

DATE: APRIL 7, 2008

RE: RELEASE OF DRAFT LAMORINDA ACTION PLAN UPDATE
FOR REVIEW AND COMMENT

Attached is the Draft Lamorinda Action Plan for review and comment. The LPMC Board reviewed and discussed the Action Plan in March 2008 and SWAT authorized its release for distribution and comment in April.

By way of background, each Regional Transportation Planning Committee (RTPC) is working on an Action Plan Update. The Action Plans set performance objectives for the freeways and major arterials in Contra Costa and are a requirement of the sales tax measure (Measure J). The first Action Plans were developed and adopted in the mid-1990s and then incorporated into the 1995 Countywide Transportation Plan. The Action Plans underwent a "focused" update in 2000, and a more substantial update is taking place in 2008.

Working extensively with the LPMC-TAC, DKS Associates (Bill Loudon) prepared the Update under contract with the Contra Costa Transportation Authority (CCTA). The Draft Lamorinda Action Plan Update is now ready for broader review and comment. Once all of the Action Plans are adopted by the RTPCs, they will be incorporated into the Countywide Transportation Plan, which is estimated to be completed in late 2008.

Comments on the Draft Lamorinda Action Plan Update are due by ***Tuesday, May 6, 2008.***

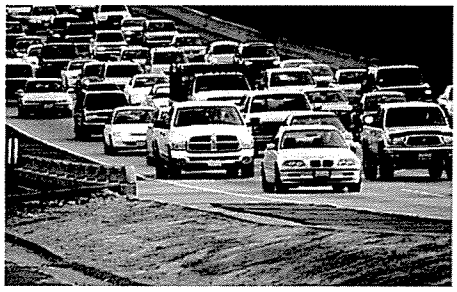
Please send your comments to:

Calvin Wong
LPMC Staff Contact
c/o Town of Moraga
P.O. Box 188
Moraga, CA 94556.

If you have any questions, please feel free to contact Lori Salamack at 925.376-5202 or by email at lori@moraga.ca.us.

DRAFT REPORT

LAMORINDA ACTION PLAN UPDATE



Prepared for the
Lamorinda Program Management Committee

Prepared by
DKS *Associates*
TRANSPORTATION SOLUTIONS

April 2, 2008

Lamorinda Action Plan Update

DRAFT

Prepared for the:

Lamorinda Program Management Committee

Prepared by:

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April 2, 2008

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1. INTRODUCTION

The 2008 Lamorinda Action Plan Update assesses regional transportation issues within the Lamorinda area and outlines a recommended package of vision statements, goals, policies, objectives, and actions for addressing those issues. The study area includes Moraga, Lafayette, Orinda, and portions of unincorporated Contra Costa. In addition to serving as a guide for transportation planning through 2030, the Plan also fulfills one of several requirements under the Measures J Growth Management Program, that local jurisdictions participate in the a multi-jurisdictional, cooperative planning process, which includes the preparation of Action Plans for Routes of Regional Significance.

The recommendations in this Plan, and its counterparts in the other subareas of Contra Costa (West, Central, East County, and the Tri-Valley) will be carried forward into the 2008 Update to the Countywide Comprehensive Transportation Plan (CTP) prepared by the Contra Costa Transportation Authority (CCTA). The Lamorinda Action Plan, combined with the one for the Tri-Valley (which includes the Contra Cost jurisdictions of Danville, San Ramon, and Contra Costa County), will be forwarded through the Southwest Area Transportation Committee (SWAT) to CCTA, for inclusion in the 2008 CTP Update.

The Lamorinda Program Management Committee (LPMC) is comprised of one elected official from each of the three Lamorinda jurisdictions, and serves as the policy oversight board for the planning and implementation of Measure C/J projects and programs. A Technical Advisory Committee (the LPMC-TAC), comprised of staff from each locality, provides technical input to the LPMC.

1.1 The Action Plan

In 1988, Contra Costa County voters approved Measure C, a one-half percent local sales tax that generated $1 billion (2008 dollars) in funding for transportation projects and programs over 20 years. Measure C also created the Contra Costa Transportation Authority (CCTA), with a board of 11 elected officials and 3 ex-officio members to guide the expenditure of the sales tax proceeds in accordance with the voter-approved expenditure plan. Recently, Measure J was passed by the voters, extending the sales tax for 25 years through 2034, and generating an additional $2 billion (2008 dollars).

Both Measure C and J include an innovative Growth Management Program (GMP) that encourages local jurisdictions to participate in a cooperative, multi-jurisdictional planning process, and among other things, establish flexible traffic service standards for Regional Routes. The CCTA allocates 18 percent of the sales tax revenue it receives to local jurisdictions that are found to be incompliance with the Growth Management Program. Under Measure J, an additional 5 percent of total sales-tax revenues are available to local jurisdictions for Transportation for Livable Communities (TLC) projects, subject also to GMP compliance.

As part of the cooperative planning process envisioned under Measure C/J, "Action Plans for Routes of Regional Significance" are to be developed by the Regional Transportation Planning Committees (RTPC) with input from the local jurisdictions. The LPMC serves as a sub-group to the SWAT committee. Under Measures C/J, SWAT is the designated RTPC that reports to CCTA on policy matters relating transportation issues within both Lamorinda and the Tri-Valley.

The overall objective of the Action Plans is to give local jurisdictions an opportunity to cooperatively set goals, objectives, and actions to mitigate the cumulative impacts of growth on the regional transportation system. To be found in compliance with the CCTA's GMP, local jurisdictions should participate in the development of the Action Plans, and also be willing to implement the actions, programs, projects, and measures identified within the Plans.

1.2 2008 Action Plan Update

In 1995, the LPMC developed and adopted the first Action Plan for Routes of Regional Significance. While this document included area-wide actions for Lamorinda, its primary focus was on the State Route 24/BART corridor, which at that time was the only regional route identified by the LPMC. Subsequently, both Pleasant Hill Road and Camino Pablo were designated, which lead to the preparation of Action Plans for those routes in 1998. The Action Plan for Camino Pablo was prepared jointly with the West County RTPC (called WCCTAC), and included the San Pablo Dam Road-Camino Pablo Corridor that connects West County to Orinda. The Pleasant Hill Road Action Plan was prepared by the City of Lafayette, and approved by LPMC in 1998. The Lamorinda Action Plan was last updated in 2000 to incorporate the new plans for Pleasant Hill Road and the San Pablo Dam Road-Camino Pablo Corridor, along with other changes regarding the SR-24/BART corridor.

The last update to the Lamorinda Action Plan was incorporated into CCTA's 2000 CTP Update. In 2004, CCTA updated its Countywide Plan again, with the major focus on developing a new expenditure plan for the Measure J sales tax extension. Since the last Action Plan update in 2000, new demographic data has become available, the travel forecasts have been updated, Measure J was passed in Contra Costa, and statewide Proposition 1B, the $19.9 billion bond act for statewide transportation improvements, was approved. Also, MTC updated its Regional Transportation Plan in 2001 and 2005. These and other events have triggered the need to undertake a comprehensive update to the Lamorinda Action Plan to reflect these changes in traffic, finance, and policy.

During the course of the 2008 Update, the LPMC reviewed and updated several major elements of the Action Plan including the Statements of Vision, Goals and Policies; Routes of Regional Significance; Multimodal Transportation Service Objectives;

Actions; the Subregional Transportation Impact Fee; and Development Review Procedures. These elements of the Action Plan are defined as follows:

Statements of Vision, Goals and Policies of an Action Plan help guide its overall direction. Decisions regarding investments, program development, and development approvals are based on these policies.

Routes of Regional Significance are roadways that:

1. Connect two or more "regions" of Contra Costa County;
2. Cross County boundaries;
3. Carry a significant amount of through-traffic; and
4. Provide access to a regional highway or transit facility (e.g., a BART station or freeway interchange) that serves regional mobility and connect multiple jurisdictions.

The Authority may designate a Regional Route that meets one or more of these criteria. Regional Routes are exempt from Measure C level-of-service standards. Instead, these routes are assigned a flexible, multi-modal measure of effectiveness established by the RTPC in the Action Plan.

Multimodal Transportation Service Objectives (MTSOs) are quantifiable measures of effectiveness that include a target date for attaining the objective. MTSOs may include, for example, average peak-hour speeds, peak-period congestion duration, roadway level of service, transit loading, or transit service frequency. MTSOs can also represent targets for system performance such as transit ridership, mode shares, or average vehicle occupancy.

Actions are the specific steps (actions, measures, projects, and programs) that the local jurisdictions have agreed to implement to achieve the transportation goals, objectives, and policies set forth in the Action Plan. The party responsible for carrying out the actions is identified as either the local jurisdictions, the RTPC, or other affected parties. Actions may involve implementing specific projects at the local level, or they may call for regional cooperation among the local jurisdictions and adjoining RTPCs.

Subregional Transportation Mitigation Program (STMP) is the subregional fee or other mitigations program required under Measure C/J, and designed to mitigate the impacts of new developments on the regional transportation system. Lamorinda implements its STMP through a subarea developer fee that is overseen by the Lamorinda Fee and Financing Authority (LFFA), a Joint Powers Authority (JPA) comprised of elected officials from each jurisdiction within Lamorinda.

Development Review Procedures The CCTA Growth Management *Implementation Documents* include a requirement that each Action Plan establish a procedure for inter-jurisdictional notification regarding the traffic impacts of new development. As described further in Chapter 7, the CCTA also requires local participation in a General Plan

Amendment (GPA) review procedure. This 2008 Update carries forward and refines these development review procedures, which were included in the previous Action Plans.

1.3 Outline of the Document

This introductory section (**Chapter 1**) to the Plan presents a brief history of the Action Plan concept and its relevance to transportation planning in Lamorinda.

Chapter 2 of this document describes the review of statements of vision, goals and policies that was undertaken and presents a revised set of statements to guide the 2008 Action Plan Update. The chapter also identifies the Multimodal Transportation Service Objectives (MTSOs) that have been specified for each Route of Regional Significance.

Chapter 3 provides a description of the existing transportation conditions in Lamorinda. This chapter identifies the Routes of Regional Significance and the updated MTSOs. An assessment of the MTSOs from 2006 and 2007 monitoring is used to indicate the current status of Lamorinda with respect to the Action Plan.

A forecast of future population, employment and transportation conditions is presented in **Chapter 4** for the year 2030. In this chapter an assessment of the MTSOs for the Routes of Regional Significances is provided for the 2030 forecast for a baseline condition that assumes that only currently funded transportation improvements are in place.

Chapter 5 of the report defines the key elements of the 2008 Action Plan Update. This includes an updated description of actions defined by the Action Plan Update and intended to achieve the MTSOs for the Routes of Regional Significance. The actions include actions specifically designed to follow policies and meet goals on individual Routes of Regional Significance. For each action, the agency or agencies responsible for implementing the action is identified.

The financial plan for meeting the needs of the Action Plan is presented in **Chapter 6**. This includes a brief description of the existing funding sources that support the Action Plan elements and the Subregional Traffic Impact Fee Program designed to implement "regional significant projects" in the Action Plan.

Chapter 7 provides guidance on implementation of the Action Plan, including the procedures for circulation of environmental documents and review of General Plan Amendments (GPAs). The chapter also includes the process for monitoring and review of the Action Plan.

2. REVIEW OF VISIONS, GOALS, POLICIES AND SERVICE OBJECTIVES

2.1 Statements of Vision, Goals and Policies

The goals and objectives of the 1995 Action Plan are broad and general in nature. In the 1998 addendums that included Pleasant Hill Road and Camino Pablo/San Pablo Dam Road, more specific goals were added.

1995 Action Plan Visions, Goals, and Policies

- Improve Safety
- Manage congestion and enhance mobility
- Provide and encourage alternatives to single-occupant auto use
- Coordinate local land use planning and regional transportation planning
- Integrate planning with concerns related to air quality, community character, and other environmental factors

Additional Visions, Goals, and Policies in the 1998 Action Plan Addendums

Camino Pablo/San Pablo Dam Road

- Only limited capacity increases for single-occupancy vehicles are possible or advisable.
- Actions should favor transit and high-occupancy vehicles.
- Efficiency improvements, especially those that help side street traffic and buses, are important.

Pleasant Hill Road

- Manage transportation "gateways" to balance the demand on the regional transportation system, shelter congested routes of regional significance, and where appropriate, provide priority for buses, carpools and vehicles engaged in commercial service.

Overall, these Action Plan visions, goals, and policies are in line with those found in the General Plans of the Lamorinda communities of Lafayette, Moraga, and Orinda. Within the General Plans, five main transportation themes form a common thread:

- Preserve and enhance the semi-rural character of the community and the character of residential areas.
- Establish and maintain LOS standards on major arterials.
- Reduce automobile demand by promoting and accommodating ridesharing, transit, bicycling, walking, and telecommuting.
- Discourage freeway bypass traffic on Lamorinda roads.

- Work collaboratively with the other Lamorinda jurisdictions and agencies to define and pursue a clear regional transportation agenda and to address traffic flow and safety issues.

Preserve and enhance the semi-rural character of the community and the character of residential areas. All three cities recognize that their semi-rural character is a hallmark of Lamorinda and that traffic growth and development may put this in jeopardy. Transportation projects that affect the roadside landscape, including roadway widening, or projects that threaten to add traffic and noise to residential streets need to be evaluated for their impact on community character.

Establish and maintain LOS standards on major arterials. LOS standards help to measure the degree of congestion on the roadway network. By establishing standards, the cities would be able to permit development that can be accommodated by the existing transportation system and to identify areas that need improvement.

Reduce automobile demand by promoting and accommodating ridesharing, transit, bicycling, walking, and telecommuting. Lamorinda communities expressed a desire to reduce auto demand through alternative transportation options.

Discourage freeway bypass traffic on Lamorinda roads. Through trips and freeway traffic using local roadways were cited as a concern. Actions such as adjusting signal timing and prioritizing traffic control for local traffic movements are spelled out in the General Plans.

Support integrated regional planning. The Lamorinda communities support collaboration to pursue a clear regional transportation agenda and to address traffic flow and safety issues.

Statements of Visions, Goals, and Policies for the 2008 Action Plan Update

After consideration and review by the LPMC Technical Advisory Committee (TAC) and Policy Committee, the following set of statements has been recommended:

1. Preserve and enhance the semi-rural character of the community.
2. Pursue actions to meet or sustain service objectives that will reduce reliance on single-occupant automobile travel.
3. Support actions that help achieve environmental goals, through participation in countywide, regional, and statewide transportation improvement plans.
4. Avoid the addition of roadway capacity for single-occupant vehicles.
5. Enhance mobility by providing alternative travel options.
6. Actions should not lead to an increase in the use of BART parking in Lamorinda by people driving into the area from outside communities.
7. Pursue actions to improve safety of travelers by all modes.
8. Coordinate local land use planning and regional transportation planning.

9. Encourage through-trips and interregional travel to stay on freeways and discourage diversion of these trips to arterial and local streets as a mechanism for ensuring intraregional mobility.
10. Maintain capacity constraints at selected gateways with the intent of preserving and improving mobility on regional routes within Lamorinda.
11. Efficiency improvements, such as signal timing and other operational improvements, especially those that help side street traffic and buses, are important.
12. Increase the transit ridership within Lamorinda by at least 10 percent by 2018.
13. Increase the average vehicle occupancy on Camino Pablo/San Pablo Dam Road and on Pleasant Hill Road/Taylor Boulevard to at least 1.3 during the peak commute hours by 2018.

2.2 Multimodal Transportation Service Objectives (MTSOs)

The MTSOs identified in the previous Action Plans were reviewed in light of the new statements of vision, goals, and policies, and the analysis of past MTSOs and future traffic modeling information. Based on that review the following revised MTSOs were developed for the 2008 Action Plan Update.

SR-24

1. Maintain a Delay Index (DI) of 2.0 or lower on the SR 24 corridor between I-680 and the Caldecott Tunnel during peak periods in the peak commute direction including freeway on-ramps. The DI is a ratio of peak period travel time to off-peak period travel time with a value of 2.0 indicating that it would take two times as long to travel the same distance during the peak period than during the off-peak period.
2. Maintain a Delay Index (DI) of 1.5 or less for all but the six most congested hours of the day.
3. Maintain an average loading factor (ratio of passengers to seats) of 1.5 or less approaching Lafayette Station westbound and Orinda Station eastbound during all hours of service. An averaging loading factor of 1.5 indicates that one-third of passengers would not have a seat on the train.

Pleasant Hill Road

1. Establish CCCTA bus service on Pleasant Hill Road and/or Taylor Boulevard that has a composite frequency of at least two buses per hour during peak commute and school times (6:30 AM – 9:30 AM and 3:30 PM – 6:30 PM) and direct connection to the Lafayette BART station.
2. Maintain school bus service on Pleasant Hill Road and Taylor Boulevard.
3. Maintain a maximum wait time for drivers on side streets wishing to access Pleasant Hill Road or Taylor Boulevard of one signal cycle or less.
4. Maintain peak hour peak direction delay index of 2.0 or lower.

San Pablo Dam Road / Camino Pablo

1. Maintain peak hour peak direction delay index of 2.0 or lower.
2. The maximum wait time for drivers on side streets wishing to access San Pablo Dam Road or Camino Pablo should be no greater than one signal cycle.

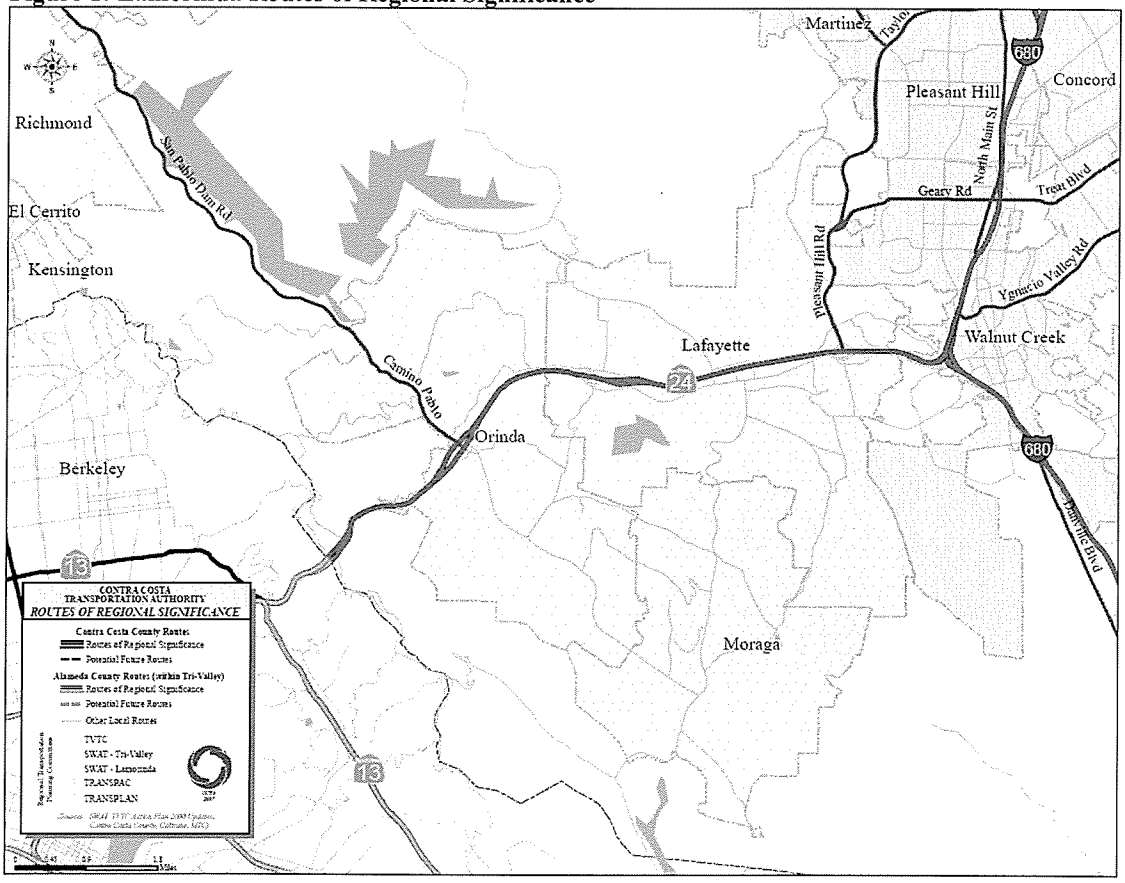
3. EXISTING TRANSPORTATION CONDITIONS

This section describes the existing transportation conditions in Lamorinda including the major roadways and transit services.

3.1 Routes of Regional Significance

Access to and from the Lamorinda area is provided mainly by State Route 24 as shown in Figure 1. Two arterials – Pleasant Hill Road and Camino Pablo/San Pablo Dam Road – also provide regional access. Together, these three roadways make up what are known as the Routes of Regional Significance.

Figure 1: Lamorinda Routes of Regional Significance



Last updated in 1998, the Routes of Regional Significance are roadways that:

1. Connect two or more "regions" of Contra Costa County;
2. Cross County boundaries;

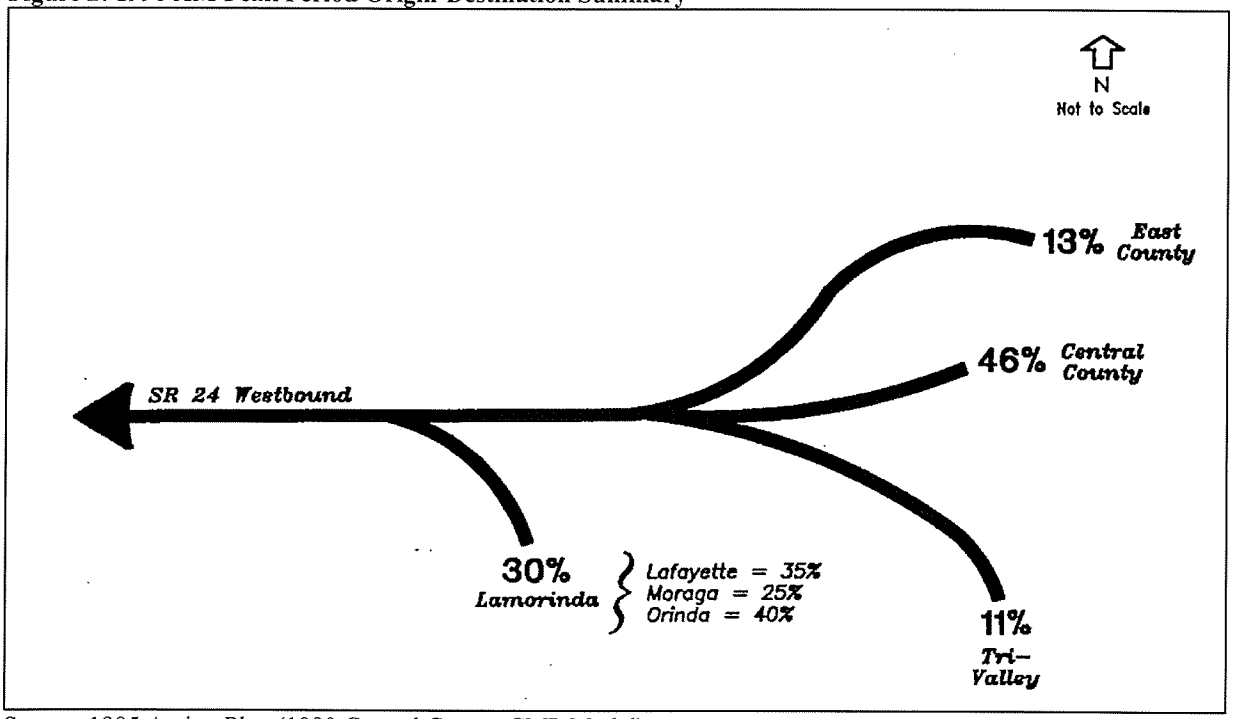
3. Carry a significant amount of through-traffic; and
4. Provide access to a regional highway or transit facility (e.g., a BART station or freeway interchange).

3.1.1 State Route 24

State Route 24 (SR-24) is a major freeway connection between Central Contra Costa County, the Lamorinda area, and Alameda County, and carries between an average of 162,000 and 188,000 vehicles per day (2006 Caltrans ADT). The freeway runs from the I-680 interchange in the City of Walnut Creek to the Caldecott Tunnel, and traverses the Lamorinda communities in Contra Costa County. Within this segment, there are generally four travel lanes in each direction with no high-occupancy vehicle (HOV) lanes. To access Lamorinda, there are seven interchanges between I-680 and the Caldecott tunnel and they are located at Pleasant Hill Road, Deer Hill Road, Acalanes Road/El Nido Ranch Road, St. Stephens Drive, Camino Pablo, Gateway Boulevard, and Fish Ranch Road. BART runs within the center median of the SR 24 right-of-way.

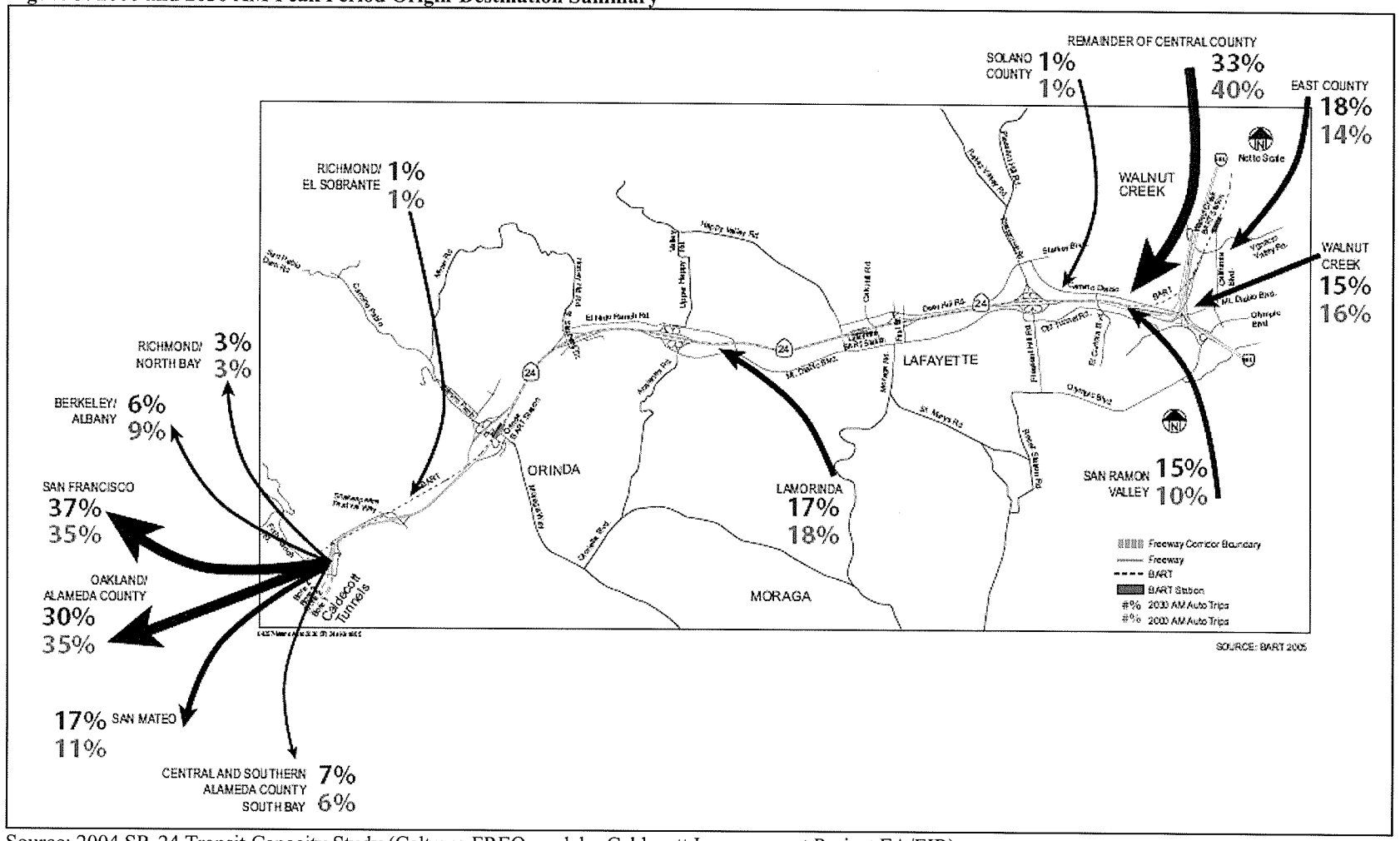
Since 1990, travel patterns have changed dramatically on SR-24. As shown in Figure 2, Lamorinda contributed 30 percent of all westbound AM peak period traffic in 1990. By 2000, that number had dropped to 17 percent, as shown in Figure 3, as substantial growth has occurred in Central County and East County. This has led to an increase in congestion intensity and duration along SR 24.

Figure 2: 1990 AM Peak Period Origin-Destination Summary



Source: 1995 Action Plan (1990 Central County CMP Model)

Figure 3: 2000 and 2030 AM Peak Period Origin-Destination Summary



Source: 2004 SR-24 Transit Capacity Study (Caltrans FREQ model – Caldecott Improvement Project EA/EIR)

3.1.2 Pleasant Hill Road

Connecting the City of Pleasant Hill to Lafayette, Pleasant Hill Road is a major four-lane, north-south arterial that intersects with SR-24 just west of I-680. Two schools, Springhill Elementary and Acalanes High School, are served by the roadway. There is currently no transit service offered on Pleasant Hill Road north of Stanley Boulevard. Prior to the reconstruction of the I-680 / SR-24 interchange, Pleasant Hill Road carried significant through traffic that bypassed the congested interchange. Once the project was completed, traffic volumes and congestion dropped off but have recently been on the increase once again.

3.1.3 Camino Pablo / San Pablo Dam Road

Camino Pablo is a major arterial that begins just south of SR-24 in downtown Orinda and runs north serving Orinda Village and turning into San Pablo Dam Road at the Bear Creek Road interchange. The roadway serves the SR-24 interchange as well as the Orinda BART station, and ultimately connects to Richmond and I-80 in western Contra Costa County. AC Transit Route 74 operates along this corridor.

3.2 Multi-Modal Transportation Service Objectives

The values of the MTSOs established by the 1995 and 1998 Action Plans for the Lamorinda Routes of Regional Significance were monitored in 2004 and 2007. Table 1 summarizes the results of the monitoring. Most of these were met during the most recent monitoring effort in 2007 with the exception of the PM peak period DI on SR 24, the transit ridership along the SR 24 corridor, and the AM peak period DI on Pleasant Hill Road. Increasing traffic volumes and slower than expected transit ridership growth are the main causes for the MTSOs not being met.

3.3 Transit Service

Transit service in Lamorinda is provided by the San Francisco Bay Area Rapid Transit District (BART), and County Connection. In general, transit ridership has been slowly recovering after a decline during the years following the economic downturn of 2000-2001. Both BART and County Connection are experiencing ridership increases since 2003 and 2005, respectively.

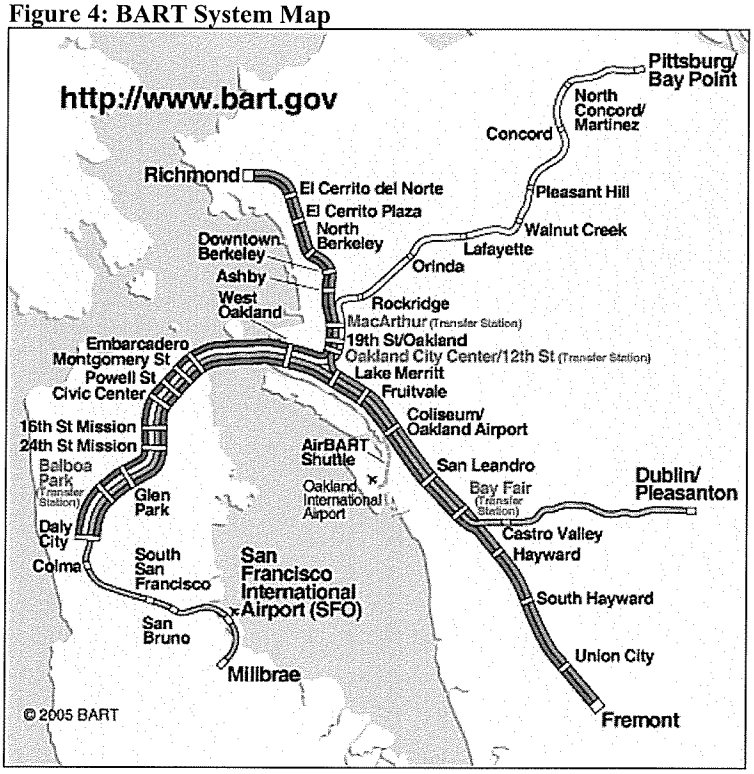
3.3.1 BART

BART service to Lamorinda is provided at the Orinda and Lafayette BART stations. The stations can be accessed through on-site park-and-ride lots and through numerous County Connection bus routes. A map showing the BART system is presented in Figure 4. Ridership, shown as average annual weekday exits at the two local BART stations, is shown in Figure 5.

Table 1: Status of SR-24 (Caldecott Tunnel to I-680) MTSOs

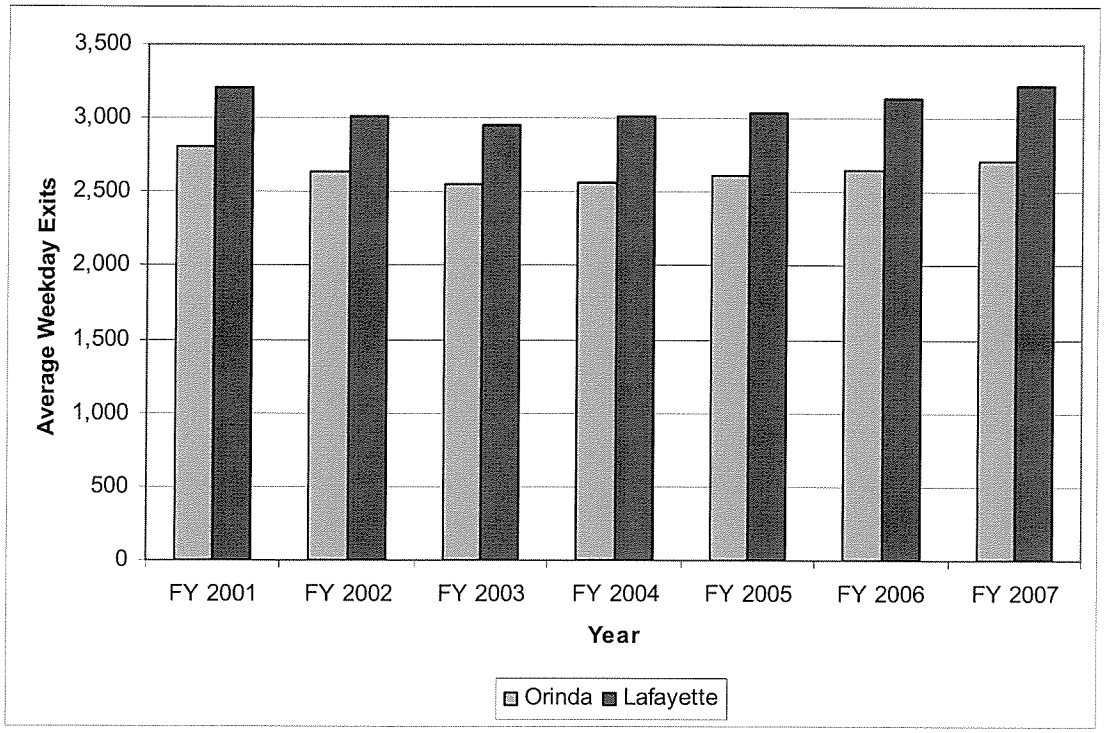
Route	MTSO	2004 Monitoring Report	2007 Monitoring Report
SR-24 Caldecott Tunnel to I-680	Maintain a delay index of 2.0 or better during peak period/peak direction (including freeway on-ramps)	AM: 2.0 PM: 1.5	AM: 1.9 *PM: 2.0*
	+10% daily ridership on public transit systems (BART) to and from Lamorinda	*4,650 (-16%)* (1998-2003)	*5,942 (+7%)* (1998-2007)
Pleasant Hill Road Taylor Road to SR-24	Maintain a delay index of 2.0 or better during peak period/peak direction	AM: 1.6 PM: 1.7	*AM: 2.3* PM: 1.9
Camino Pablo / San Pablo Dam Road I-80 to SR-24	Delay index no greater than 2.0	AM: 1.3(N) AM: 1.2(S)	AM: 1.2(N) AM: 1.5(S)
		PM: 1.5(N) PM: 1.2(S)	PM: 1.0(N) PM: 0.9(S)
	Increase average transit ridership as much as possible with initial goal of achieving a 10% increase to 3,000 average weekday daily riders	*6.4%* (1998-2004)	N/A[1]

Figure 4: BART System Map



Source: http://www.bart.gov, September 2007

Figure 5: Average Annual Weekday Exits at select BART stations



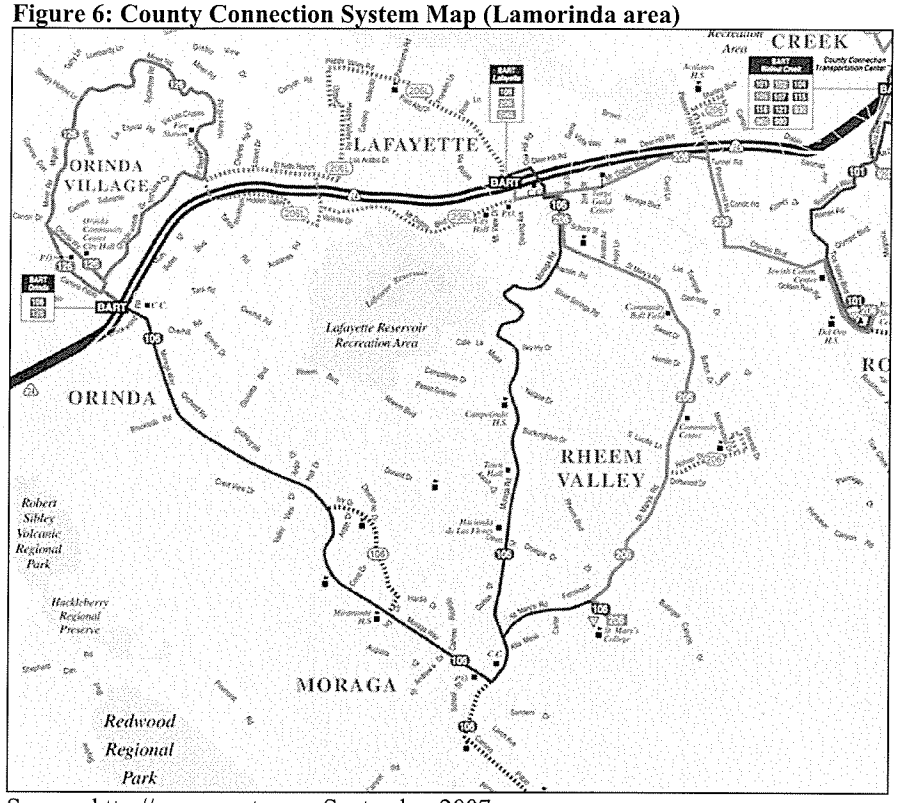
Source: BART 2007 Ridership Report

3.3.2 County Connection and AC Transit Bus Service

The Central Contra Costa Transit Authority (CCCTA), or County Connection, serves the Lamorinda area including both the Orinda and Lafayette BART stations. The bus routes currently serving this area are 106, 126, and 206. Figure 6 presents these routes on a map. Ridership on the Lamorinda area routes has been increasing since FY 2005 as shown in Figure 7.

Also serving the Lamorinda area is AC Transit Route 74. Route 74 serves the Orinda BART station and Richmond via Camino Pablo / San Pablo Dam Road. Average daily ridership is approximately 1,500 passengers per day (AC Transit, August 2007).

Figure 6: County Connection System Map (Lamorinda area)



Source: http://www.cccta.org, September 2007

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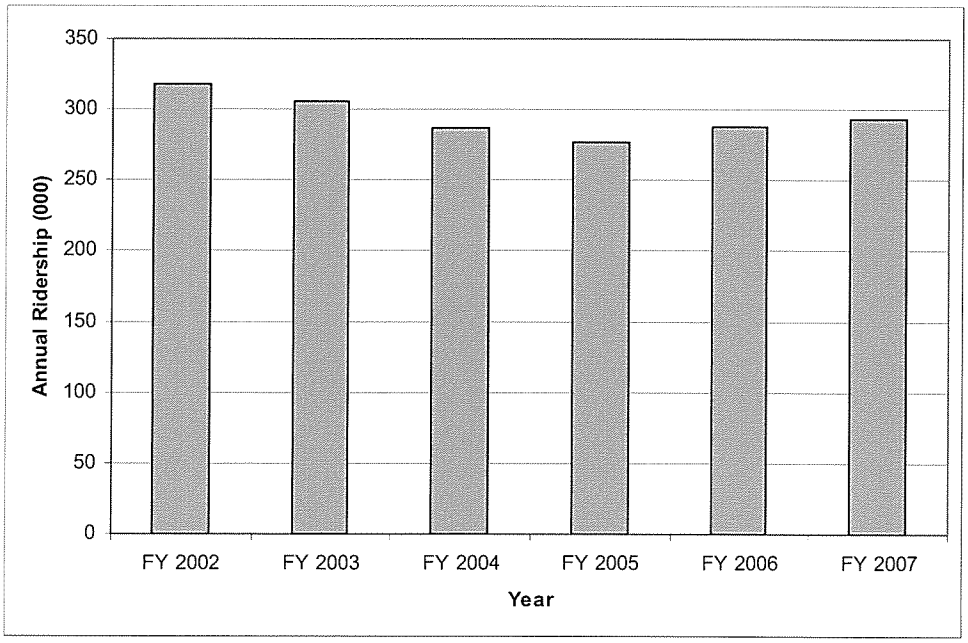
Figure 7: Annual Ridership for County Connection Lamorinda Bus Routes

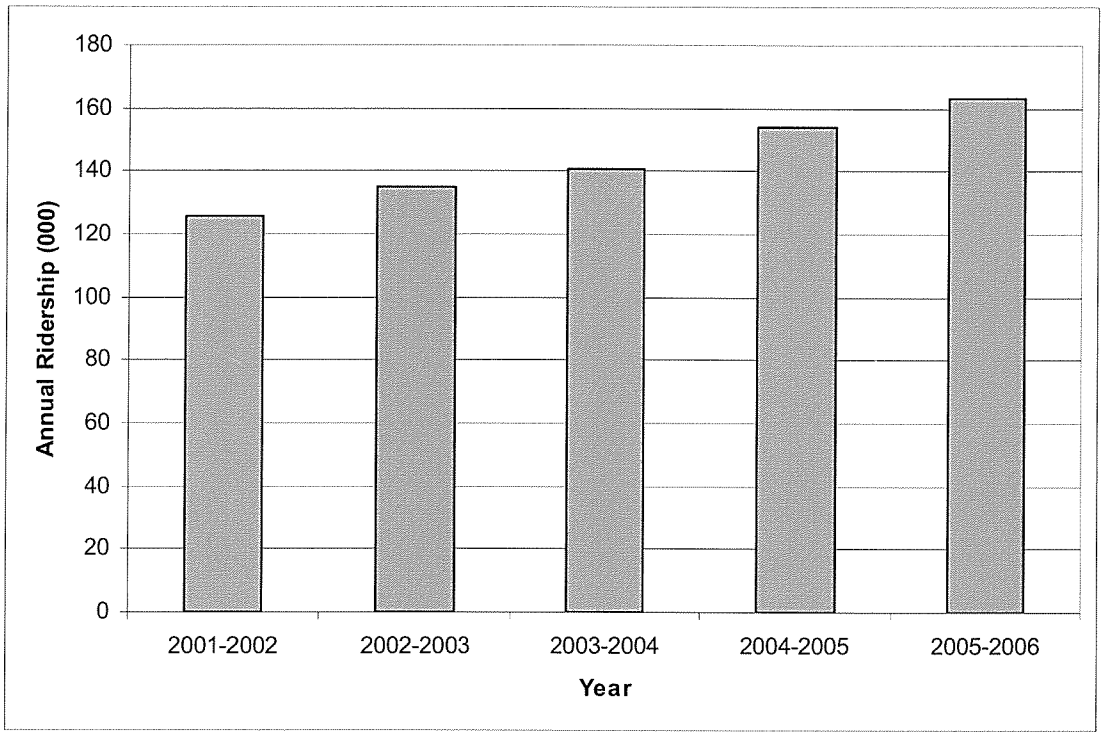


Source: County Connection, August 2007

3.3.3 Paratransit

Paratransit services are provided by County Connection. Ridership on paratransit, shown in Figure 8, has been steadily rising, mirroring a trend found throughout the Bay Area. With population forecasts showing a large increase in the senior (age 62 and over) demographic, the rising demand for paratransit is a trend that is expected to continue.

Figure 8: Annual System Wide County Connection Paratransit Ridership



Source: 2006 MTC Statistical Summary of Bay Area Transit Operators.

4. OVERALL GROWTH RATES AND FUTURE TRAVEL PATTERNS

Forecasts for future population and employment levels in Lamorinda were derived from the Contra Costa Transportation Authority (CCTA) countywide travel model. Model forecasts are based on the Association of Bay Area Governments (ABAG) Projections 2005, and the 2006 CCTA Land Use Information System (LUIS '06). Provided in the model are forecasts for the year 2000, 2010, 2020, and 2030. Current year 2007 estimates are derived through straight-line interpolation between 2000 and 2010.

4.1 Population Forecasts

Population forecasts, including demographics, households, and employment are shown in Tables 2 and 3. By 2030, the total Lamorinda population is forecasted to grow 12 percent from today. Seniors (age 62 and over) are to make up most of that growth, increasing by 75 percent.

The total number of employees, or jobs, in Lamorinda is expected to grow at a slower rate than the number of employed residents. Since there are currently fewer employees than employed residents, the net out-commuting travel pattern that exists today will likely continue.

Table 2: Demographic Forecast

	2007	2030	Net Growth	Percent Growth
Senior (Age 62+)	13,052	22,841	9,789	75%
Adult (Non-Senior)	37,050	34,014	-3,035	-8%
Non-working Young	11,868	12,254	387	3%
Total Population	61,969	69,109	7,140	12%

Source: CCTA Travel Demand Model, Projections 2005

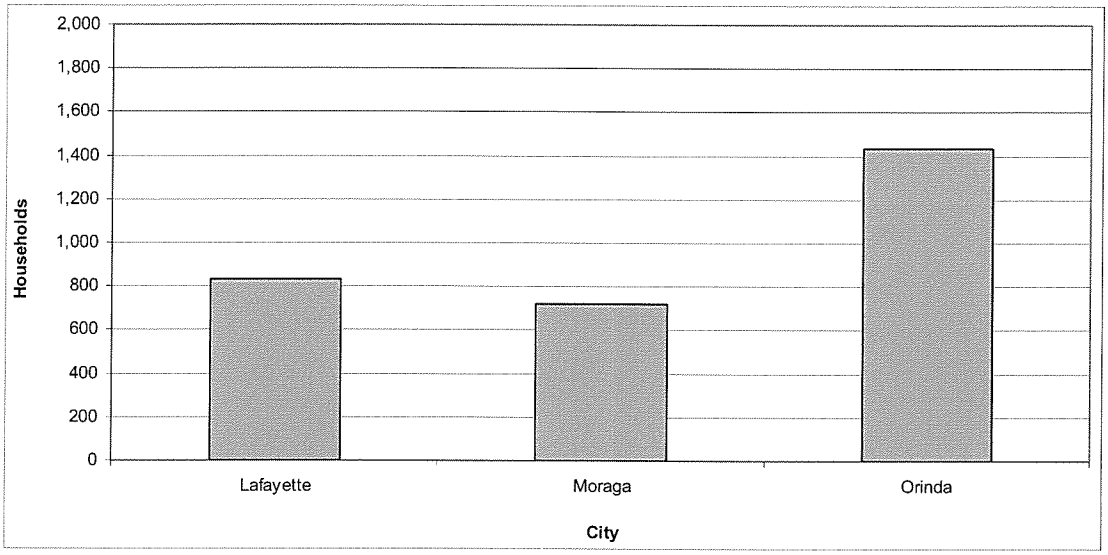
Table 3: Population Forecast

	2007	2030	Net Growth	Percent Growth
Total Population	61,969	69,109	7,140	12%
Total Households	23,123	26,114	2,991	13%
Total Employed Residents	29,720	36,267	6,547	22%
Total Employees	19,977	22,394	2,417	12%

Source: CCTA Travel Demand Model, Projections 2005

Of the total household growth, a little less than half is expected to occur in Orinda as shown in Figure 9. The cities of Lafayette and Moraga are forecasted to absorb less than 900 new households each.

Figure 9: Household Growth by Area, 2007 to 2030



Source: CCTA Travel Demand Model, Projections 2005

4.2 Employment Forecasts

Total employment is forecasted to grow 12 percent in Lamorinda by 2030 as shown in Table 4. Most of this growth is to occur in the service sector which will account for over 50 percent of the total employment growth.

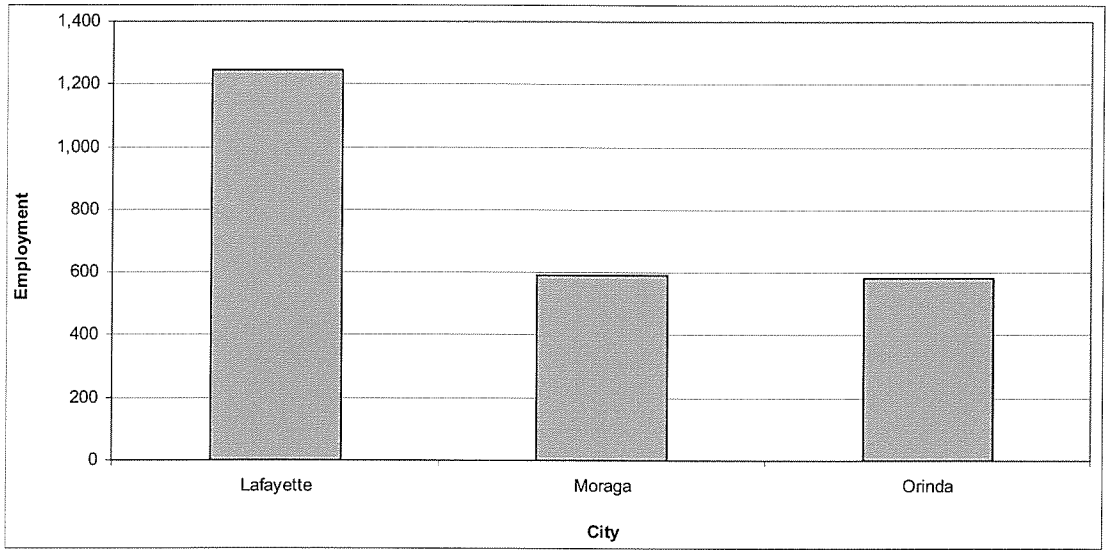
Table 4: Employment Forecast

	2007	2030	Net Growth	Percent Growth
Retail	4,655	5,224	568	12%
Service	7,251	8,481	1,230	17%
Manufacturing	815	1,169	354	43%
Agricultural	337	279	-58	-17%
Wholesale	955	689	-267	-28%
Other	5,963	6,553	590	10%
Total Employment	19,977	22,394	2,417	12%

Source: CCTA Travel Demand Model, Projections 2005

Distribution of employment growth is not expected to be even, with most of the growth occurring in Lafayette. Moraga and Orinda are forecasted to added just fewer than 600 jobs each as shown in Figure 10.

Figure 10: Employment Growth by Area, 2007 to 2030



Source: CCTA Travel Demand Model, Projections 2005

4.3 Traffic Forecasts

As shown in Table 5, traffic demand is expected to grow at a moderate pace along Lamorinda area freeways and arterials. Since SR-24 is already at capacity during peak periods, the additional traffic demand would likely result in an increase in the duration of congestion and could result in drives seeking alternatives on local streets.

Table 5: Traffic Forecasts for Select Routes of Regional Significance

Road Name	2000 AM Peak Volume / Peak Direction	2000 - 2030 AM Peak Volume % Growth
SR-24 (east to west)[1]		
SR-24 west of I-680 interchange	8,200	23%
SR-24 east of Oak Hill Road	6,900	18%
SR-24 west of Acalanes Road	8,750	28%
SR-24 west of Moraga Way	9,200	28%
SR-24 at Caldecott Tunnel	8,850	26%
Pleasant Hill Road at Deer Hill Rd[2]	1,950	30%
Camino Pablo at Miner Road[3]	990	21%

Notes: 1. AM peak direction westbound
2. AM peak direction southbound
3. AM peak direction southbound

Source: CCTA Travel Demand Model, Projections 2005

4.4 Forecasts of MTSO Values for 2030

An assessment of travel forecasts for 2030 indicated that the programmed regional and local projects would not lead to achievement of the Multimodal Transportation Service

Objectives in the Lamorinda Area. The results of the analysis are illustrated in Table 6. More regional trips will be made though Lamorinda than the Routes of Regional Significance will be able to accommodate and still achieve the MTSO values. The routes that will be most significantly affected are SR 24 and Pleasant Hill Road.

Table 6: Assessment of MTSO Values for 2030

Lamorinda Action Plan - Evaluation of Existing and Future MTSO Values				
Route	**MTSO**	**2004 Monitoring Report**	**2007 Monitoring Report**	**2030 Baseline**
SR-24 Caldecott Tunnel to I-680	Maintain a delay index of 2.0 or better during peak period/peak direction (including freeway on-ramps)	AM: 2.0 PM: 1.5	AM: 1.9 *PM: 2.0*	*AM: 4.1* *PM: 5.7*
	+10% daily ridership on public transit systems (BART) to and from Lamorinda	4,650(-16%) (1998-2003)	*5,942 (+7%)* (1998-2007)	9,448 (+59%) (2007-2030)
Pleasant Hill Road Taylor Road to SR-24	Maintain a delay index of 2.0 or better during peak period/peak direction	AM: 1.6 PM: 1.7	*AM: 2.3* PM: 1.9	*AM: 6.4* *PM: 4.2*
Camino Pablo / San Pablo Dam Road I-80 to SR-24	Delay index no greater than 2.0	AM: 1.3(N) AM: 1.2(S) PM: 1.5(N) PM: 1.2(S)	AM: 1.2(N) AM: 1.5(S) PM: 1.0(N) PM: 0.9(S)	AM: 1.5(N) AM: 1.7(S) PM: 1.3(N) PM: 1.3(S)
	Increase average ridership as much as possible with initial goal of achieving a 10% increase to 3,000 average weekday daily riders	6.4% (1998-2004)	N/A[1]	229% (2007-2030)
General	CCCTA Ridership (106, 206)	618 [2]	709 [2]	808
	CCTA Route 111 [3] (All numbers are model results)	N/A	581	744

Notes
1. CCCTA Route 950 discontinued. No comparable data on AC Transit Route 74 but service is virtually the same
2. From CCCTA FY04 and FY07 ridership reports
3. Route 111 extended down Pleasant Hill Road to Lafayette BART in 2030 Action Plan to simulate transit service along Pleasant Hill Road
4. Eastbound / Westbound volumes on SR-24 are all model results

5. ACTIONS FOR ROUTES OF REGIONAL SIGNIFICANCE

To address future traffic and congestion issues, the LPMC has identified a set of actions that are intended to result in achievement of the Action Plan goals and objectives. These actions represent a combination of specific projects, programs, measures, and mitigations that the Lamorinda jurisdictions have agreed to carry out as part of the Action Plan implementation.

Proposed Actions

Tables 7-9 show the proposed actions that the Lamorinda jurisdictions have agreed to carry out to implement the Lamorinda Action Plan. Within the SR 24 corridor, most of the Actions are designed to encourage alternative modes of transportation to the single-occupant automobile by improving transit options and encouraging the use of carpools. The effect of school trips and non-existent transit service on Pleasant Hill Road traffic levels is addressed through the Actions on the Pleasant Hill Road corridor. Actions such as altering school start times, establishing transit service, and building park-n-ride lots north of Lafayette are proposed. On Camino Pablo/San Pablo Dam Road, pedestrian and bicycle safety issues, and bypass traffic off of I-80 are addressed through the Actions.

Table 7: Proposed Actions for State Route 24*

	Actions Carried Over from the 1995 and 2000 Action Plans
1	Seek funding for an auxiliary lane on eastbound SR 24 Gateway on-ramp to Brookwood and continue completion of improvements to eastbound Brookwood off-ramp subject to specific design criteria.
2	Seek funding to construct park-and-ride lots along primary arterial roads approaching SR 24 throughout Lamorinda.
3	Support and seek funding for augmentation and expansion of bus service in Lamorinda, including school buses.
4	Monitor and evaluate the MTSOs for SR-24 every two years.
5	Support augmentation and expansion of, and seek funding for, subscription bus service (flex van) to BART stations and high volume ridership locations such as St. Mary's College, to provide additional transit opportunities.
6	Support efforts of Caltrans and the California Highway Patrol to implement an incident management program on SR-24.
7	Pursue financial incentives to implement sound growth control strategies and support strengthening of growth management policies.
8	Encourage expanded Travel Demand Management (TDM) programs to increase the use of alternative modes of transportation and increase overall vehicle occupancy. Promote TDM activities including ridesharing, casual carpooling and BART pool using resources such as the SWAT TDM program and RIDES for Bay Area Commuters.
9	Support expanding transit service, including service between Lamorinda BART stations and adjacent communities, service on Pleasant Hill Road, service to Bishop Ranch and the Tri-Valley area, and service through the Caldecott Tunnel.
10	Support BART and CCCTA strategies that enhance transit ridership and reduce single-occupant vehicle trips and encourage casual carpools for one-way BART ridership.
11	Evaluate and seek opportunities to improve and/or build walkways/bikeway facilities between the Lamorinda BART stations and adjacent land uses and communities as outlined on the map included in the Action Plan.
12	Support bus headway reductions on the Bay Point/Colma BART line and reinstatement of direct service to important employment centers such as Pleasanton and Bishop Ranch.
13	Support continuation and expansion of Measure C return-to-source funds for road maintenance.
	New Actions Added with 2008 Action Plan Update
14	Support the Caldecott Tunnel Fourth Bore
15	Support expansion of BART seat capacity through the corridor and parking capacity east of Lamorinda
16	Support operational improvements that increase throughput on I-80 to reduce diversion of traffic through Lamorinda on alternative routes, including SR 24
17	Support HOV and transit improvements in the I-680 corridor to reduce single occupant automobile use on SR 24
18	Seek funds to build and operate park and ride lots and associated BART shuttles in Lamorinda to encourage carpooling and transit ridership while reducing commute loads

***Responsible parties: the Lamorinda jurisdictions of Orinda, Lafayette, and Moraga.**

Table 8: Proposed Actions for Pleasant Hill Road*

	Actions Carried Over from the 1995 and 2000 Action Plans
1	Participate in the Regional Transportation Mitigation Program (RTMP).
2	Monitor and evaluate the MTSOs for Pleasant Hill Road every two years.
3	Monitor and evaluate traffic speed and other safety issues on an annual basis
4	Protect adjacent residential streets through the installation of traffic calming measures
5	Provide increased enforcement of the existing speed limit
6	Implement the Spare the Air Program
7	If the CCCTA cannot increase service to Acalanes School, evaluate the feasibility of augmenting the existing school bus program to add the high school as funding permits.
8	Support added person trip capacity on regional freeways that could divert traffic from Pleasant Hill Road
9	Support development of HOV lane programs on all freeways and regional routes where feasible
10	Support the provision of public transit service in the Pleasant Hill Road / Taylor Boulevard Corridor
11	Support the provision of Park and Ride lots north of Lafayette's segment of Pleasant Hill Road
12	Support Transportation Demand Management (TDM) programs including: countywide TDM programs; residential commute alternatives; and institutional TDM at colleges and high schools
13	Support the development of regional bicycle facilities
	New Actions Added with 2008 Action Plan Update
14	Support transit service on Pleasant Hill Road with connections to BART and other CCCTA services in Lafayette
15	Support school start times on Pleasant Hill Road that reduce peak commute loads on the roadway.
16	Seek funds to build and operate park and ride lots and associated BART shuttles north of Lafayette to encourage carpooling and transit ridership while reducing commute loads
17	Support programs and projects that encourage students to take alternative modes of transportation to school to reduce demand on the roadway and increase vehicle occupancy rates
18	Support multi-modal safety actions that encourage safe speeds with particular emphasis on access to schools
19	Investigate appropriate mechanisms, including maintaining existing roadway lanes and widths and restrictive signal timing, to discourage use of Pleasant Hill Road as a substitute for freeway travel.
20	Support a collaborative effort with the Acalanes Union High School District to promote and increase ridesharing and use of transit for travel to and from the high schools in Lamorinda.

***Responsible party: the City of Lafayette.**

Table 9: Proposed Actions for Camino Pablo/San Pablo Dam Road*

	Actions Carried Over from the 1995 and 2000 Action Plans
1	Seek grant(s) to study 1) access from side streets and 2) intersection configurations in the residential and commercial portions on San Pablo Dam Road and make recommendations for improvements.
2	Seek Measure C funding of HOV facility needs for San Pablo Dam Road and Camino Pablo. Study to look at need for, feasibility, and cost of installing additional park and ride lots and HOV bypass lanes at critical congestion points in the corridor.
3	Maintain and improve Lamorinda school bus program service to Wagner Ranch School.
4	Local jurisdictions to work with the transit agencies to resolve transit stop access and amenity needs as identified by the transit agencies.
5	Improve and/or add sidewalks and/or pedestrian pathways along San Pablo Dam Road.
6	Install, where appropriate, bicycle lanes as part of any future roadway improvements to the corridor.
7	Prepare letters of support to Caltrans, ACCMA, CCTA, and MTC for continued improvement of high occupancy vehicle and transit capacity in the I-80 corridor to reduce traffic pressure on San Pablo Dam Road and Camino Pablo
8	Minimize number of new street and driveway access points to extent feasible on San Pablo Dam Road
9	Work with AC Transit, BART, County Connection, WestCAT, and MTC to explore feasibility of service re-organization in San Pablo Dam Road and Camino Pablo corridor and develop recommendations to increase frequency and connectivity of bus service for people traveling between City of Richmond, San Pablo, El Sobrante and Orinda. Request annual reports from transit operators to WCCTAC and SWAT on their activities related to this action. Seek additional funds for public transit.
	New Actions Added with 2008 Action Plan Update
10	Support operational improvements that increase throughput on I-80 to reduce diversion of traffic through Lamorinda alternative routes, including San Pablo Dam Road / Camino Pablo
11	Support pedestrian and bicycle improvements along Camino Pablo, including BART access, to encourage alternative transportation modes, increase transit ridership, and reduce auto demand
12	Support multi-modal safety actions that encourage safe speeds with particular emphasis on access to schools
13	Investigate appropriate mechanisms, including maintaining existing roadway lanes and widths and restrictive signal timing, to discourage use of San Pablo Dam Road and Camino Pablo as a substitute for freeway travel.

***Responsible parties: the City of Orinda.**

Preliminary Analysis Results of Proposed Actions

While the set of actions identified above are intended to work toward achievement of the MTSOs by 2030, the preliminary modeling results show that this may not be the case. In fact, initial model runs indicates that some of the MTSOs will indeed be exceeded by 2030, even with full implementation of the Action Plan. In that regard, it is important to note that the CCTA's GMP does not measure a local jurisdiction's compliance with the GMP on whether or not all of the MTSOs have been achieved. GMP compliance is determined by asking, through the biennial GMP Checklist, whether each jurisdiction has carried out the actions assigned to it in the adopted Action Plan. Compliance with the

GMP could become an issue, however, when a local jurisdiction fails to carry out the actions for which it is responsible.

Every few years, the CCTA will monitor the Regional Routes to assess whether the MTSOs are being met. If that monitoring effort shows that an MTSO exceedance has occurred, then the LPMC may wish to re-visit its adopted Action Plan, and determine whether revisions are necessary. Such revisions could include, for example, adding new actions, or changing the MTSOs. The CCTA's Growth Management *Implementation Documents* state that the RTPCs "should avoid watering down MTSOs during the revision process," however, changes to the MTSOs are still an option for the LPMC. A preferred outcome would be to reach consensus for the Lamorinda jurisdictions to increase their local commitments to actions needed to achieve the MTSOs.[1]

Upon issuance of this Draft Plan, the consultant will further analyze future travel conditions using the Countywide Model, and taking into account all of the proposed actions from each RTPC's Draft Action Plan. The results of countywide model runs, where all Action Plans are implemented, including the actions from the adjoining Tri-Valley Plan, will be brought back to the LPMC following circulation of the Draft. For the time being, new values for the MTSOs were calculated assuming that only the Lamorinda component of the actions, as listed in Tables 7 through 9, are fully implemented. The results indicated that while the actions significantly improve the MTSO values, the proposed actions within the Lamorinda area alone will probably not be sufficient to meet all of the MTSOs primarily because of the increase in traffic through the corridor. To address the issue of through traffic on Lamorinda's Regional Routes, the following two new policies are proposed for inclusion in the Lamorinda Action Plan: Gateway Constraints, and Traffic Management. The combination of these new policies has the potential to limit through traffic during any given hour to a level that could potentially be accommodated within the limits of the MTSOs.

Proposed Gateway Constraint Policy

A key new strategy proposed in this Action Plan for Lamorinda, is to adopt a "gateway constraint" policy that controls peak-hour, peak-direction vehicle flows on major roadways leading into Lamorinda. Such a policy, if adopted, would set maximum lane widths for SR 24 inbound gateways, and similarly, would identify limits on number of lanes for arterials, such as Pleasant Hill Road and Camino Pablo.

Initial evaluation indicates that adoption of a gateway constraint policy could be beneficial to Lamorinda residents, because such a policy would reserve some room on the regional system, so that access to the system will be maintained for traffic that has an origin and/or destination in Lamorinda. Furthermore, the modeling analysis indicates that adoption of a Gateway policy may be the key to achieving the MTSOs for Lamorinda.

[1] Contra Costa Transportation Authority, Growth Management Program Implementation Documents, Draft Implementation Guide, Public Review Draft, October 18, 2007, p. 35.

The south county jurisdictions of SWAT (Danville, San Ramon, and Contra Costa County) have a Gateway Constraint policy that has been in place since 1995, when the first Tri-Valley Transportation Plan/Action Plan was adopted. The policy has been successfully implemented through the TVTC, whose Contra Costa jurisdictions fall under the purview of SWAT as the designated RTPC under Measure C/J. The gateway constraint policies of the Tri-Valley Action Plan are available for review in the Draft Tri-Valley Action Plan, issued February 26 by TVTC.

Proposed Gateway Policies for Specific Routes

SR-24: The SR 24 gateway capacity is currently limited eastbound by the Caldecott Tunnel and westbound by the SR24/I-680 interchange and the connection to SR 24. The Caldecott Tunnel currently has three tunnels, each with two lanes. The center lane is reversible and is operated in the peak direction: westbound in the morning and eastbound in the evening. This method of operation provides four lanes of capacity in the peak direction. Because of the combination of factors at the entrances to the tunnel, the practical capacity in the peak direction is limited to about 8000 to 8400 vehicles per hour. Although a two-lane, fourth bore is planned for the Caldecott Tunnel, only the capacity of the off-peak direction would be increased for which only one tunnel (two lanes) is currently available.

The four-lane Caldecott Tunnel, eastbound, is proposed as a Gateway Constraint.

The capacity constraint at the east end of SR 24 for westbound traffic results from congestion on I-680 during the morning peak producing stop-and-go conditions before the exit ramps to SR 24. A second constraint exists westbound on SR 24 at the Pleasant Hill Road exit where an auxiliary lane ends. Six lanes of westbound traffic enter SR 24 from the east end: three from southbound I-680, two from northbound I-680 and one from Mt. Diablo Road. These six lanes merge to five lanes for a short segment, but only four lanes continue past the Pleasant Hill Road exit. The effective westbound capacity constraint at that point is about 8400 to 8800 vehicles per hour.

The four-lane cross section of I-680 Westbound, just west of the Pleasant Hill Road Off-ramp, is proposed as a Gateway Constraint.

Pleasant Hill Road: Pleasant Hill Road is two lanes in each direction from its merge with Taylor Boulevard south to SR 24 with additional turn lanes at most intersections. The first signalized intersection south of the Pleasant Hill Road-Taylor Boulevard merge is at the "T" intersection with Rancho View Drive. Other major intersections are at Green Valley Road, Reliez Valley Road, Spring Hill Road and Stanley Road/Deer Hill Road. Each of these intersections has left- and right-turn lanes on Pleasant Hill Road.

The capacity constraints on arterials providing access to the Lamorinda area are determined by the number of lanes and the timing of signals at intersections near the

entry point. On Pleasant Hill Road southbound during the AM peak period, capacity is determined primarily by the timing of signals at the four major intersections and how much green time is given to Pleasant Hill Road. While the gateway policy addresses physical characteristics at key intersections, the timing of signals can also act as a metering point, as discussed below in the Traffic Management strategy section.

The two southbound through lanes on Pleasant Hill Road are proposed as a Gateway Constraint (Location to be Determined).

Camino Pablo/San Pablo Dam Road: Camino Pablo/San Pablo Dam Road is one lane in each direction with left turn lanes at most major intersections from the Orinda border south to Miner Road. It is two lanes in each direction with left and right turn lanes from Miner Road to SR 24. The southbound gateway capacity for the road is set primarily by the signals along the two-lane section of the road at Wildcat Canyon/Bear Creek Road, Miner Road and El Toyonal/Orinda Way. A gateway policy could be adopted for this roadway, however, it lends itself more to traffic management strategies, as described further below.

The Gateway constraint policy for Camino Pablo is subject to discussion by LPMC.

Traffic Management Strategies

While adoption of a gateway constraint policy could limit the volume of traffic entering Lamorinda during peak hours, it would not fully address the operational issues of how to manage the flow of traffic through the gateway. For that reason, Traffic Management Strategies are also proposed to further address the issue of peak hour traffic entering Lamorinda during the peak period. Traffic Management Strategies include single point metering (metering traffic through a signalized intersection), ramp metering, and signal timing coordination. For example, to encourage through commuters to use I-680 rather than Pleasant Hill Road, one possible traffic management strategy would be to meter the through-traffic flow on southbound Pleasant Hill Road in the AM peak period, while maintaining accessibility for Lamorinda residents who wish to enter Pleasant Hill Road the cross-streets within Lamorinda. A similar strategy could be appropriate for Camino Pablo/San Pablo Dam Road.

The traffic management strategy of single point metering and signal timing coordination is not without precedent. In the East County and Central County subareas, the Railroad Avenue/Kirker Pass Road/Ygnacio Valley Road corridor functions as a major travel route for commuters coming from East to Central County in the westbound AM peak period. The Central County Action Plan proposed that to address this heavy commute traffic, a Traffic Management Program (TMP) should be jointly prepared by the TRANSPAC and TRANSPLAN RTPCs. In 2001, the TMP was developed and subsequently implemented throughout the corridor, with single point metering at agreed-upon locations in Pittsburg, Concord and Walnut Creek. The TMP serves to meter through traffic along the corridor, while allowing cross-street traffic full access.

6. FINANCIAL PLAN

6.1 Overview of the Financial Plan

The projects and programs affecting Lamorinda receive funding from a variety of sources. Many of the projects and programs designed to address needs within an individual community are funded by the general revenues of the jurisdiction (city or county) in which the project is being implemented or through development impact fees specific to the jurisdiction. Larger projects of a more regional nature generally receive funding from a variety of funding sources designed to address subarea or regional issues. These include revenue from the county sales tax measures for Contra Costa County (Measures C and J).

Measure C in Contra Costa County was passed in 1988 and provides a half-cent sales tax for transportation through the year 2008. Measure J was passed in 2004 and extends the half-cent sales tax through 2034. Measure C is currently providing roughly $70 million to $80 million per year and Measure J will provide roughly $2 billion over the 25-year period. Some of the key Lamorinda projects that will be funded by Measures C and J are the following:

- Caldecott Tunnel Fourth Bore
- BART East County Rail Extension
- I-680 HOV Lane Gap Closure and Transit Corridor Improvements
- BART Parking, Access and Other Improvements
- Local Street Maintenance and Improvements
- Major Street Traffic Flow, Safety and Capacity Improvements
- Transportation for Livable Communities Grants
- Pedestrian, Bicycle and Trail Facilities
- Bus Services
- Transportation for Seniors and People with Disabilities
- Commute Alternatives
- Congestion Management, Transportation Planning Facilities and Services
- Safe Transportation for Children

Additional regional funds are provided by the following federal, state and regional sources:

- Federal Surface Transportation Funds – SAFETE-LU
- State Transportation Development Act (TDA)/State Transit Assistance (STA) Revenues
- State Transportation Improvement Program (STIP) Funds
- State Corridor Management Improvement Account (Prop 1B)
- State Environmental Enhancement and Mitigation

- STDA, Article 3 – Bicycle and Pedestrian Funds
- Bridge Toll Revenues
- Regional Measure 2 Bridge Toll Revenues for Specific Projects and Programs
- AB 1107 half-cent sales tax revenues for transit (BART and AC Transit)
- Transportation Fund for Clean Air - Vehicle Registration Fees for Clean Air Programs

The traffic growth that is expected on the Regional Routes will be mitigated in part through a set of projects and programs as identified in this Plan. Funding for these projects and programs through existing sources, however, will not be sufficient to fully fund all of the identified needs. Since the first plan was adopted in 1995, the LPMC has looked to new development to defray the costs of mitigating the impacts it creates. The LPMC's Subregional Transportation Mitigation Program generates additional revenue to mitigate the impacts of new development in Lamorinda. Developer funding of projects to mitigate the impacts of new development that occurs outside of Lamorinda, is subject to the establishment of reciprocity agreements between the LPMC and the upstream jurisdiction where that new development occurs. The Central County RTMP (TRANSPAC) considers use of such reciprocity agreements for projects that generate in excess of 100 net peak hour vehicle trips.

6.2 Subregional Transportation Mitigation Program (STMP)

In August 1994, the Lamorinda Project Management Committee (LPMC) adopted the *Lamorinda Transportation Improvement Program* (LTIP) as its blueprint for transportation planning through the year 2010. According to the statutory requirements of Measure C, the LPMC must adopt a subregional traffic mitigation program to ensure that new growth is paying its share of the costs associated with that growth. The CCTA established April 15, 1998 as the deadline by which all Contra Costa County jurisdictions must adopt a fee in order to remain in compliance with the Growth Management Program and continue receiving return to source funds from CCTA.

The LTIP is the result of the Lamorinda Traffic Study completed in late 1994. It identified roughly 37 improvements to regional roadways and transit facilities and total approximately $17.7 million (1998 dollars). The LPMC then created the Lamorinda Transportation Impact Fee (LTIF) as a mechanism to charge new development to mitigate the traffic impacts it creates. The LTIF identified seven projects for use of the funds. A fee structure for new development was established based on the expected impact of the new development and the cost to mitigate the impact. Since its adoption, the funds of the LTIF have not been used for project funding. The estimated project costs have been increased to reflect rising construction costs. No new projects have been added nor has a re-evaluation of the needs for new and past projects occurred, but a reassessment of the project list and fee structure will be considered after the completion of the Action Plan and the actions adopted as part of the Plan will be considered.

7. PROCEDURES FOR NOTIFICATION, REVIEW, AND MONITORING

This Chapter provides guidance on implementation of the Action Plan, including the procedures for circulation of environmental documents and review of General Plan Amendments (GPAs). The chapter also includes the process for monitoring and review of the Action Plan.

7.1 Notification Regarding Development Applications and Environmental Documents

As part of the Growth Management Program, local cities and towns are required to notify neighboring jurisdictions regarding proposed projects and general plan amendments. By agreement among the three cities within Lamorinda, the following notification procedures shall be followed:

- For any General Plan Amendment, the lead jurisdictions shall notify the other Lamorinda jurisdictions and the designated staff person for LPMC.
- For any proposed project that generates more than 10 and less than 50 net new peak hour vehicle trips, the lead jurisdictions shall notify the other Lamorinda jurisdictions as soon as the development application is deemed complete. No additional actions are required, unless the proposed development is subject to CEQA, in which case the CEQA-related notification procedures apply as outlined below.
- For proposed projects that would generate 50 or more net new peak hour vehicle trips, the Lamorinda jurisdictions agree to the following procedure:
  1. The Lead Agency shall notify the other Lamorinda jurisdictions and the designated staff person for LPMC;
  2. Following receipt of notification, any Lamorinda jurisdiction may request a meeting to discuss the application.
- If the project generates more than 100 net peak hour vehicle trips, the LPMC staff person shall in turn notify the designated staff person for SWAT, who may in turn notify other jurisdictions within SWAT, and adjacent RTPCs as appropriate so that affected jurisdictions may comment on proposed projects and subsequent environmental documentation.

When the above-mentioned development projects and GPAs involve the CEQA process, notification shall occur at the following two junctures:

a. Upon issuance of a Notice of Intent to Issue a Negative Declaration or a Notice of Preparation for EIR/EIS; and

b. Upon completion of a Negative Declaration or draft EIR/EIS (Notice of Completion).

In each case, the neighboring communities are to be provided an opportunity to review and comment on the environmental documents. The Lamorinda subarea has made the policy more stringent than the established CCTA notification policy by setting the threshold for circulation below 100 net new peak hour vehicle trips. The threshold for net new peak hour vehicle trips is the threshold total number of vehicle trips projected to enter and leave the project site, during the AM or the PM peak hour (whichever is greater), not including bypass vehicle trips, and exempting vehicle trips that are currently generated by the site if it is under an existing use. Table 10 contains examples of the types of developments that generate 50 or more new peak hour vehicle trips.

Table 100: Examples of Developments Meeting the Traffic Impact Analysis Threshold

Land Use	Size[1,2]	AM trips	PM trips
Single Family	50 DU	38	51
Condominium	96 DU	42	50
Apartments	80 DU	41	50
Hotel	85 DU	48	50
Fast Food Restaurant	1.0 KSF	53	35
Shopping Center	14 KSF	14	53
General Office	32 KSF	50	48

1. DU = Dwelling Units
2. KSF = 1,000 Square Feet
Source: ITE Trip Generation, 7th Edition

7.2 Review of General Plan Amendments

Existing general plans were used as the basis for the modeled land use assumptions developed for the Action Plan. General plan amendments (GPAs) other than those assumed in the land use assumptions could reduce the effectiveness of the Action Plan. A process has been defined to address GPAs and their impact on the Action Plan.

In addition to the notification procedures outlined in Section 7.1 above, GPAs whose implementation would either generate new traffic or result in a change in traffic patterns may, at the request of an LPMC member jurisdiction, be subject to review by LPMC. During that review process, the lead jurisdiction must demonstrate to the satisfaction of the LPMC that the proposed GPA does not adversely affect the Lamorinda jurisdiction's ability to meet the MTSOs or to implement the agree-upon actions in the Action Plan. If the LPMC reaches consensus that the proposed GPA is acceptable "as is," then the GPA sponsor may approve the GPA without consequence.

If the proposed GPA is found to adversely affect ability to meet the MTSOs or implement the Action Plan, then the LPMC and the lead jurisdiction shall engage in discussions to further analyze the affects of the proposed GPA, and to determine whether the GPA can be modified to mitigate its impact on the transportation system relative to the MTSOs and actions. Alternatively, the LPMC may consider and adopt modifications to its Action Plan to accommodate the proposed GPA. Subsequently, the LPMC and the GPA sponsor must reach agreement on amendments to the proposed GPA and/or Action Plan to mitigate the impact on the MTSOs and actions. (Note: If the GPA is a voter-approved initiative, it cannot be modified and modifications to the action plan in response to the GPA would be the appropriate response.) The discussions shall follow the cooperative multi-jurisdictional planning process envisioned by Measure C and J, and shall fulfill the requirements of the GPA review procedure stipulated in CCTA Resolution 95-06-G. LPMC shall serve as the primary committee that would evaluate the impact of the proposed GPA on the Lamorinda Action Plan.

If consensus on any of the above conditions cannot be reached at LPMC, then LPMC shall notify SWAT, who in turn would notify the Authority regarding a potential growth management compliance issue that could invoke the Authority's conflict resolution procedure.

In certain cases, the MTSOs, as forecasted, may exceed their prescribed thresholds under growth already included in the adopted general plans. This event alone will not result in a local jurisdiction being found out of compliance with the Measure J Growth Management Plan. However, any GPAs that are proposed must not adversely affect the policies or MTSOs of the Action Plan. In the case of MTSOs that already exceed the thresholds, the GPA must not make it worse.

7.3 Action Plan Monitoring and Review

The Action Plans are to be monitored to determine whether or not the MTSOs are being met. If it is determined through the monitoring process that the MTSOs are not being met, the Action Plans may require modification and/or an update. The following steps are envisioned for Action Plan review:

(a) Monitor, biannually, all Regional Routes of Significance to determine MTSO compliance (by CCTA); and

(b) If the results of the monitoring effort show that a regional route has exceeded the adopted MTSO, a focused Action Plan may be prepared; and

(c) A complete review of the Lamorinda Action Plan shall be conducted on a four-to-five-year cycle, in coordination with updates to the Authority's Countywide Comprehensive Transportation Plan Update.

City of Lafayette Staff Comments on the
Circulation Draft of the Lamorinda Action Plan Update
April 8, 2008

#	Location	Comment/Question	Suggested Revision	
1.	Pg. 3, ¶6	The LFFA operates under a Joint Exercise of Powers Authority	"…a Joint *Exercise* of Powers Authority (JEPA) …	
2.	Pg. 4, ¶2&3	Chapter 2 and 3 both identify Multimodal Transportation Service Objectives. Why identify the same MTSOs twice? Is there a difference between them? If so, specify it.		
3.	Pg. 7, Item 11	Springhill Elementary and Acalanes High School are both on PHR. The road is also part of the bikeway network. Pedestrian and bicycle safety should not be compromised to accommodate regional traffic.	"Efficiency improvements…are important, *but not at the risk of compromising pedestrian and bicycle safety."*	
4.	Pg. 7, ¶SR 24, Item 3	Clarify that the 1.5 BART loading factor is for any given hour, not an average of all hours.		
5.	Pg. 7, ¶PHR, Items 3 &4	Could a maximum wait time for drivers on side streets result in an increase in the delay index; therefore the 2 statements cancel each other out?	Revise statements to avoid ambiguity.	
6.	Pg. 12, ¶5	County Connection provides limited service within Lamorinda.	"The stations can be accessed through…*several* ~~numerous~~ County Connection bus routes.	
7.	Pg. 13, Table 1	Footnote #1 is not provided.		
8.	Pg. 16, Section 3.3.3	The Lamorinda Spirit Van provides supplemental paratransit service. Add a paragraph describing this service.		
9.	Pg. 17, Section 4.1	It is unclear what is contributing to the future growth. Is it Seniors aging in place? Living longer? It must be something else too since new households are also forming?	Add additional descriptive information explaining the nature of the anticipated growth.	
10.	Pg. 19, Section 4.3	How is a "moderate" pace growth in traffic demand defined? Table 5 shows the growth at 30% on PHR, the highest of all segments forecasted.	Provide more context for what is "moderate". Clearly state factors contributing to this growth rate.	

#	Location	Comment/Question	Suggested Revision	
11.	Pg. 20, Table 6	Will these MTSO values change as the MTSO's in other Action Plans are added to the model? As a downstream jurisdiction, it would seem that Lafayette would need to understand the cumulative impacts of the upstream Action Plans before finalizing the Lamorinda Action Plan.	Add reference to later discussion on pages 25-25.	
12.	Page 21, Chapter 5	Organizationally, Chapter 5 might benefit by using a similar section numbering system as deployed in other chapters.		
13.	Pg. 21, ¶2 and Tables 7-9	It is staff's understanding that the Lamorinda jurisdictions have not been responsible or funded the monitoring of the MTSOs in the past; yet the first sentence implies a change. This section and/or Tables 7-9 should be revised to clearly state who has what responsibility, particularly for the funding of the monitoring program.		
14.	Pg. 21, ¶2	In the second to last sentence, the list of actions implies that they should occur only north of Lafayette. The proposed actions would also be beneficial if implemented along the I-680 corridor to the south of SR 24.	"Actions such as … building park-n-ride lots north of Lafayette *and along the I-680 corridor south of SR 24* are proposed" Revise other portions of the draft plan to reflect this change.	
15.	Pg. 21, ¶2	The last sentence might imply that pedestrian and bicycle safety is not an issue on 2 out of 3 routes. As noted above, non-motorized safety is an issue on PHR. Additionally, the many SR 24 on and off ramps within Lamorinda raise potential safety and access concerns as well.		
16.	Pg. 22, Item 9	The recent Lafayette Downtown Employee-Employer survey showed that a significant number of employees commuted from north and east of Lafayette. Given the existing lack of transit service linking these areas to Lafayette, the City should also be supportive of expanding regional bus service in these areas as well, especially those not served by BART.	More actions need to be considered to address traffic generated to the north and northeast of Lafayette. At a minimum, revise proposed Action #9 or add a new Action to support expanding regional transit service to communities north and northeast of Lafayette such as Concord, Pleasant Hill, Martinez and Antioch.	

#	Location	Comment/Question	Suggested Revision	
17.	Pg. 23, Table 8	Pedestrian and bicycle safety along PHR are not sufficiently addressed. Specific actions supporting non-motorized transportation safety, particularly around schools, trailheads and at intersections should be added.	*Support pedestrian and bicycle safety improvements around schools, trailheads, and at intersections and along the bikeway network.*	
18.	Pg. 23, Table 8	An assessment of future transportation needs within Lamorinda, especially in light of the forecasted increase in the senior population should be addressed in the proposed actions.	*Develop a Lamorinda Transit Plan to identify future community transit needs and to address the changing needs of the senior population.*	
19.	Pg. 26, ¶1	Have other RTPC's other than SWAT utilized gateway constraints?	List other locations within Contra Costa County where gateway restraints have been used.	
20.	Pg. 26, ¶3	The proposed westbound, four-lane cross section to be retained as a gateway occurs on SR-24, west of PHR, not I-680.	"The four-lane cross section of ~~I-680~~ *SR-24* Westbound, just west of the PHR Off-ramp, is proposed as a Gateway Constraint."	
21.	Pg. 27, ¶1	Due to the road grade on portions of PHR, the future location of the Gateway Constraint may need to occur north of Rancho View Dr. near the Taylor-PHR merge. Revise the location description.	"The two southbound through lanes on Pleasant Hill Road-*Taylor Boulevard* are proposed as a Gateway Constraint (Location to be Determined)"	
22.	Pg. 27, Traffic Management Strategies	Why is there no italicized section summarizing the strategies similar to what was provided for the Gateway Policies?		
23.	Pg. 29, ¶1	Since Lamorinda has no reciprocity agreements currently in place to mitigate the impacts of new development that occurs outside of Lamorinda, should the Action Plan contain actions to develop such agreements with upstream RTPCs?		
24.	Pg. 30, Bullet 1¶	Receipt of an application does not always mean complete information. Once an application is deemed complete, then that would be an appropriate time to notify others. This section should also specify that it is the Planning Directors for each jurisdiction who will receive the notification for developments generating 10-50 peak hour trips.		
25.	Pg. 30, Bullet 3	In the case of a project that generates 50 or more trips, a jurisdiction should notify the Lamorinda Planning Directors and the staff liaisons to LPMC.		

#	Location	Comment/Question	Suggested Revision	
26.	Pg. 31, Table 10	Some of the ITE Land Use Categories used in this table do not reflect the type of development that typically occurs in Lamorinda. The example provided for Condos (ITE #230) has average trip generation rates of .44 in the AM and .52 in the PM. The Low Rise Condo rate (ITE #231) specifies an average AM rate of .68 and .78 in the PM. Using these, more appropriate trip generation rates, would result in the 50 trip threshold being met with a 64 unit project versus the 96 unit project cited in the table. In the current addition of the ITE Trip Generation Manual, the variation in trip generation rates among various apartment types is significantly less. The ITE rates generally do not vary by proximity to transit, mixed use development or highways. So a low rise condo. project built near BART could have the same ITE trip generation rate as a project built in a more isolated location where transit is not available and vehicle use would be more likely.	Revise Table 10 to use the trip generation rates for ITE's Land Use Category for Low Rise Condos (#231). Additional information should be added stating that these trip generation rates are only a guide and may need to be adjusted to fit the specific type of project proposed.	
27.	Pg. 32, ¶3	The draft plan states, "In certain cases, the MTSOs, as forecasted, may exceed their prescribed thresholds under growth already included in the adopted general plans." How would a jurisdiction or LPMC know how much of the growth is accounted for? Practically speaking, how would the forecasted exceedance be separated from the proposed exceedance?		
28.	Pg. 32, ¶(b-c)	Clarify if the CCTA is also responsible for items b and c. Where will the funding for these review and focused plans come from?		